

You may shout it from the house top,
You may shout it from the steeple,
But if you shout through Tee-Dee Ads
You're heard by far more people.

The Times-Dispatch

The thoughtless man with land to sell
Finds no one who will buy.
He does not think of printers' ink
And all "Tee-Dee Ads" imply.

THE TIMES, FOUNDED 1858.
THE DISPATCH, FOUNDED 1877.

WHOLE NUMBER 16,589.

RICHMOND, VA., SUNDAY, JULY 10, 1904.

PRICE FIVE CENTS.

VACATION CONTEST STANDING

Ballots So Far Cast in the T.-D. Outings.

RACE IS PROVING FULL OF GINGER

Votes Continue to Pour in and the Result Is Full of Doubt.

CONSOLATION PRIZE IS MUCH TO BE DESIRED

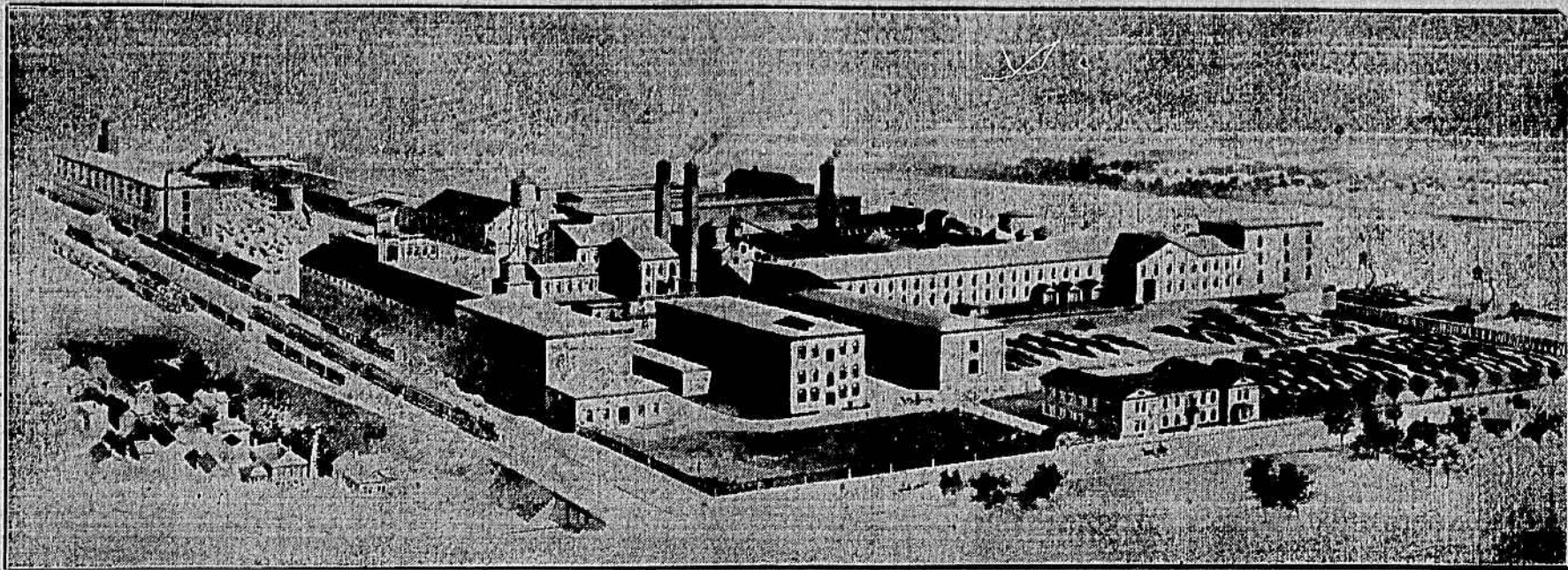
How This Journey Up Into the Picturesque Fastnesses of Canada May be Secured by Some Who Fail in the Other Contests.

The consolation prize in The Times-Dispatch Summer Outing Contests is by long odds the finest and most desirable pleasure trip that could be arranged east of the Rocky Mountains, and could hardly be excelled in the entire range of the continent. The consolation prize is to be awarded to one of the competitors in the outing contests, and only those having more than one thousand votes, and not winning one of the fourteen outing trips, and having more than one thousand votes, eligible to compete, but every such person has an equal chance of winning the consolation prize trip. The absolute fairness of the award makes it a treasure well worth hustling for. The number will not be so numerous as to make any one a chance of winning hopeless. The value of the prize is difficult to estimate in dollars and cents, but it will be worth hundreds of dollars at the least estimate.

Delightful Journey.
The itinerary of this consolation prize trip has been outlined, but it is well worth repeating. It embraces a journey by Old Dominion steamer to New York city; a delightful ocean voyage aboard one of the finest passenger steamers in the coastwise service; thence via steamer on a daylight trip up the far-famed Hudson from New York city to Albany, the capital and center of the Empire State. From Albany the tourists will continue their travels aboard the magnificent trains of the New York Central, the finest and fastest in the world, going from Albany to Clayton, on the St. Lawrence River, near the east end of Lake Ontario, and in reach of the Thousand Islands, the paradise of tourists. One may linger in this fairy archipelago, if desired, but may go on down the beautiful St. Lawrence amid the superb scenery, beauty and historic environments, through the rapids of the river, and on to Montreal. From Montreal the tourists may go by rail or boat to Abenakis Springs, perhaps the most delightful of the Canadian resorts. Here two weeks may be spent, enjoying the unexcelled summer climate and the varied amusements and entertainments there offered. Returning, the trip is made by rail over the New York Central's tracks to New York city, through the renowned Adirondack and Adirondack Park, the varied and wonderful tour. Then comes New York city, the giant municipality of the hemisphere, and in many respects the most wonderful city on the globe.

On the Hudson.
After "doing" New York the tourists will then enter upon the second stage of the greatest outing ever offered, and the best that can be planned. Leaving the metropolis on one of the partial river steamers of the New York Central, an all-day trip up that far famed river, the Hudson, with its great scenic panorama spread out on either hand, on past the Tarrytown, the many cities and towns upon the historic stream, to Albany, the capital of the State, and another stage of the itinerary has been traversed. Thus far the travel has been by water, on the restless boom of the surging Atlantic or upon the placid waters of the

(Continued on Seventh Page.)



THE EXTENSIVE PLANT OF THE RICHMOND CEDAR WORKS.

LARGEST SUCH PLANT IN WORLD

Richmond Cedar Works a Mammoth Enterprise.

GROWN UP FROM A SMALL BEGINNING

Was Started by Mr. Parrish Some Years Ago in the Old Libby Prison Building.

COVERS TWELVE ACRES; EMPLOYS TWO THOUSAND

Few People Are Aware That There Is Such a Vast Establishment of the Kind Here—The Equipment and the Output.

What is Richmond doing? Visitors to the great World's Fair, now in progress at St. Louis, will learn that the largest manufacturing of woodware in the world is located in Richmond. A good many Virginia people and a number of Richmond people would in all probability get their first notice of this interesting information by their visit to St. Louis if they don't get it first in the few lines, and remarks that shall here follow. The Richmond Cedar Works, the mammoth establishment to which reference is here made, employs in all various departments, something near 2,000 men. With a plant in Richmond covering twelve acres of land and with forest lands in Virginia and North Carolina, covering 300,000 acres, with saw-mills, private railway tracks, tug boats, barges and ships to plow the waters of Hampton Roads and the James, the Richmond Cedar Works is, without question, the largest woodware manufacturing business in the round world. This seems to be a rather broad statement, but the facts and figures hereinafter set forth, as the lawyers would say, will prove the correctness of the assertion.

Commenced in Small Way.
The Richmond Cedar Works, which is now such an immense establishment, commenced business in a very small way in the year 1880. Its first place of business was the old Libby Prison building, familiar to the older citizens of Richmond. The business was commenced by the late William H. Parrish. It commenced in a small way, a very small way, for Mr. Parrish had only for his stock in trade and capital a marked intelligence and an unflinching zeal, together with that character of industry which knows no such word as fail. Under his management, and the influence of his energy, the business made wonderful strides, and in three years from its start in the old Libby Prison building, Mr. Parrish found that he must needs have more room and more power. Water power, he moved everything that was movable in Richmond and hereabouts, and he had to seek water power. Accordingly, in 1872, the establishment was moved to Manchester, where the business made considerable growth and was branching out into all sections and establishing a reputation throughout the Southern country, when, in 1884, a fire destroyed the entire plant.

Moved to Richmond.
In the early part of the summer of that year Mr. Parrish and his sons purchased a large tract of land in Henrico county, just on the edge of Richmond, or more properly speaking, in the suburb of Falmouth. This tract had the Chesapeake and Ohio Railway on one side and the James River on the other. As soon as the necessary buildings could be erected and the necessary machinery put in operation, the Richmond Cedar Works moved its business to this stand, it being the first movement of manufacturing interests in the eastern part of Richmond.

Big Pay Rolls.
The plant, of course, grew from that time, until at present it covers twelve acres. This establishment employs regularly 1,000 people in Richmond and about 200 more in the country. All of these men, however, are not employed in the plant, but many of them are employed in their offices in New York, Philadelphia, Baltimore, and Chicago, and all these men the pay roll list up to somewhere in the neighborhood of 2,000 men.

Their Timber Lands.
The Richmond Cedar Works now own about 300,000 acres of timber lands, mainly in Virginia, but partly in North Carolina. These lands produce principally the Virginia white cedar, and are situated in

AFFAIRS OF SEABOARD

Interesting Review Prepared for The Times-Dispatch by an Expert.

OPERATING EXPENSES LARGE

These Shown by Comparison With the Coast Line to be Heavy—The Stock.

In view of the interest felt in the fight between Williams and Middendorf and the Blair-Coolidge-Ryan syndicate for the control of the Seaboard Air Line system, The Times-Dispatch has had the following article prepared by an expert from sources available to the public:

Messrs. Ryan, Blair and Coolidge first made a temporary loan to the Seaboard Air Line Railway on December 1, 1903, of \$2,500,000, which fell due June 1, 1904, and was paid before maturity from the proceeds of \$5,000,000 three year five per cent. mortgage and collateral trust gold bonds, issued March 1, 1904.

These bonds were offered at par to the holders of voting trust certificates, with a bonus of nine (9) shares of preferred and sixteen (16) shares of common stock of the Seaboard Air Line Railway for each \$1,000 bond, making \$4,500,000 preferred and \$5,000,000 of common stock issued to the subscribers to this loan, which was secured not only by a mortgage on the property of the company, but also by the following collateral to be deposited with the Continental Trust Company of New York: \$1,500,000 Seaboard Air Line Railway first mortgage four per cent. bonds; \$2,000,000 Atlanta & Birmingham Air Line Railway second mortgage five per cent. bonds; \$350,000 Florida West Shore Railway first mortgage bonds (principal and interest guaranteed by Seaboard Air Line Railway); \$350,000 Atlantic Suwanee River Railroad stock (entire issue); \$1,525,000 Atlanta & Birmingham Air Line Railway stock (entire issue); about \$7,500 per mile of main line of road; \$400,000 Baltimore Steam Packet Company stock; \$210,000 Old Dominion Steam Packet Company stock; \$50,000 Jacksonville (Fla.) Terminal Company stock; \$50,000 Terminal Terminal first mortgage five per cent. bonds.

In offering these bonds to the holders of voting trust certificates, President Barr, in his circular of January 2, 1904, made the following statement:

"A contract has been entered into with Blair & Co., members of which firm are directors and voting trustees, Thomas P. Ryan and T. Jefferson Coolidge, Jr., directors and voting trustees, wherein they agreed to act as bankers, whereby they agreed to organize a syndicate to agree to take all of said \$5,000,000 of bonds, when authorized, that shall not be subscribed for by the certificate holders, receiving in consideration therefor with such bonds voting trust certificates at the same rate at which the subscribing voting trust certificate holders are to receive them, viz., with each one thousand dollar bond, a voting trust certificate for nine shares of preferred and sixteen shares of common stock. The contract provides that a commission of five per cent. in cash on said \$5,000,000 of bonds shall be paid to the syndicate for entering into the syndicate agreement (the bankers agreeing to make no charge against the railway

for services in organizing the syndicate); that voting trust certificate holders, stockholders and directors may become members of the syndicate, and that the bankers may receive as compensation for managing the syndicate such portions of the commission, securities or profits of the syndicate as the syndicate may agree. The privilege offered to the stockholders was availed of to the extent of about \$2,500,000, the remainder of the bonds being taken by the syndicate. This loan of \$5,000,000 will not mature until March 1, 1907, by which time it has been confidently expected that the net earnings of the system, including the Birmingham Extension, would amply provide for its payment.

It is naturally a great surprise and disappointment to the stockholders to hear now that another loan must be negotiated to meet pressing demands of which no mention was made when \$5,000,000 of new bonds were issued on the 1st of March, 1904, only three months since.

The Seaboard Air Line Railway, as now constituted, was opened for business in June 1900, and the results of operation of 2,552 miles for the year ending June 30, 1901, were as follows:

Gross Earnings	\$10,426,279.73
Operating Expenses	7,401,424.09
Net Earnings	\$3,024,855.70
Other Income	20,692.80
Total Income	\$3,045,548.50
Interest, Taxes, etc.	2,792,685.13
Surplus Income	\$252,863.37

The results of operation for the next two years are as follows:

	1902	1903
Miles operated	2,804	2,907
Gross Earnings	\$11,068,478.20	\$12,156,328.25
Operating Expenses	7,325,799.72	8,441,095.83
Net Earnings	\$3,742,678.57	\$3,715,232.42
Other Income	59,552.70	110,031.82
Total Income	\$3,802,231.27	\$3,825,264.24
Interest, Taxes, etc.	3,032,693.30	3,075,432.54
Surplus Income	\$769,537.97	\$749,831.70

The gross earnings for eleven months of the current fiscal year were \$11,730,114, or only \$328,814 less than for the twelve months ended June 30, 1903, but the net earnings for the eleven months were \$2,579,914, or \$335,918 less than for the fiscal year 1903. In other words, the operating expenses were 69.44 per cent. of gross earnings for twelve months prior to July 1, 1903, and 75.43 per cent. for eleven months since July 1, 1903, during a period of financial stress when the necessity for economical operation of railways was generally recognized.

Cost of road equipment and properties.

(Continued on Seventh Page.)

FOR PRESIDENT HAMPDEN-SIDNEY

The Name of Mr. William R. Miller, of Richmond, Is Presented.

There is considerable interest being manifested in Richmond, especially among Presbyterians, in the election of a new president of Hampden-Sidney College.

A letter, signed by Dr. Jere Witherspoon, Dr. J. Calvin Stewart, Judge Daniel Grinnan, Messrs. H. A. Gillis, J. Scott Parrish, Samuel A. Anderson, James W. Gordon and J. W. Sinton, has been addressed to the members of the board of trustees of the college, presenting Mr. William R. Miller, of this city, as a gentleman eminently qualified for the position.

It is believed that the board will endeavor to secure a man of approved business and administrative ability to conduct the affairs of the institution. Mr. Miller's friends point to his wisdom, energy and success as proctor of the University College of Medicine for a number of years past as the highest guarantee of his ability to do an equally effective work at Hampden-Sidney.

STANDING OUTING TOURS CONTEST, SATURDAY, JULY 9.

66 Entries. Total Vote, 116,755

Miss Maude Grizzard	6,321
Miss Estelle Glover	6,833
Miss Rosalie Ford	6,140
Miss Mary Hexter	6,237
Miss Helen East	5,965
Miss Pauline Liles	5,865
Miss Sallie A. Marks	5,292
Miss Lucile Spratley	5,123
Miss Aurelia Timberlake	4,942
Miss Daisy Garthright	4,942
Miss Mabel Garthright	4,942
Miss Sallie Biddgood	4,942
Miss Katherine Verser	4,942
Miss Alice Spangrass	4,826
Miss Julia Wright	4,701
Miss Ella Mullen	4,409
Miss Marie W. Mullen	4,409
Miss Ruth Brumby	4,281
Miss Nannie Walters	4,281
Miss Ivy Beal	4,012
Miss Beale Beal	4,005
Miss Hannah Martin	4,005
Miss Minnie Wilhelm	4,005
Miss Juliette Tappan	3,547
Miss Lolla Morris	3,244
Miss Doris Mullen	2,864
Miss Carrie Vaughan	2,864
Miss Eugene Coplin	2,864
Miss Nannie Saunders	2,864
Miss Agnes Gulick	2,864
Miss Minnie King	2,288
Miss Lilla Reynolds	2,288
Miss Kate Smith	2,155
Miss Helen Keith	2,155
Miss Doris Berry	2,119
Miss Eva Spears	1,552
Miss M. W. Swann	1,552
Miss Clara A. Swann	1,552
Miss Clara Deady	1,383
Miss Louise Budd	1,383
Miss Eula Atkins	1,383
Miss Katherine Coban	1,377
Miss Alberto Wright	1,283
Miss Eva G. Krug	1,283
Miss M. E. Davidson	1,283
Miss Lillian Edmunds	857
Miss Lillian Ruffin	857
Miss Annie Earp	815
Miss Louise Kessick	815
Miss Mammie Epps	786
Miss Lillian Epps	770
Miss Irene Robinson	770
Miss Nellie A. Delaplane	746
Miss Marie Monarch	746
Miss Ruby Keatingham	679
Miss Helen Keatingham	679
Miss Alice Ford	579
Miss Amy Timberlake	549
Miss Sadie Wagner	549
Miss Annie Allen	549
Miss Helen Gorton	404
Miss Clara Forst	397
Miss Janie Rogers	397
Miss Anna Bell Rogers	329
Miss Carrie Todd	329
Miss Annie Bray	287
Miss Bertie Davis	250
Miss Nina Wells	250
Miss Annie Lumpkins	184
Miss Rosa Trexler	184
Miss Helen Noble	162
Miss Alma Schadd	162
Miss Mayme Thaxton	175
Miss Sadie Thaxton	175
Miss Elizabeth Evans	175

SEVENTEEN INJURED

One Hundred Passengers in Railroad Wreck Near Raleigh.

DOWN AN EMBANKMENT

The Wreck Due to Spreading of the Rails, and the Engine Did Not Leave the Track.

(Special to The Times-Dispatch.)

RALEIGH, N. C., July 9.—Seventeen people were injured at 11 o'clock this morning in a wreck on the Raleigh and Cape Fear Railroad just outside the city limits. The train consisted of two passenger coaches and an engine, and there were upwards of a hundred passengers, people from the Lillington and Fuquay Springs sections coming to Raleigh for Saturday shopping.

The front car jumped the track, ran fifty feet on the cross ties, and then tumbled down the twenty-foot embankment, making two revolutions, and landing right side up minus trucks. The rear car was pulled across the track and extended its length down the embankment. All the injured were in the front car that turned over. The engine did not leave the track.

B. B. Utley, a prosperous farmer of Middle Creek township, was the most seriously injured, having a bad cut on the head and severe bruises about the body.

The wreck was due to the spreading of the rails. The sectionmaster's hand car jumped the track in the same place earlier in the day.

THE ANNIVERSARY OF THE OLD FIRST

It Is to be Held on the Eighteenth of This Month.

The forty-third anniversary of the old First Virginia Regiment will take place on the 18th of this month. During the past year many of the veterans have passed away. The ranks are sadly thinning.

The deaths, as reported, are as follows for the past year: Color Sergeant J. C. Jennings, Muskegon John Tilling, Sergeant R. H. Norvell, Sergeant Thomas W. Hay, Ordnance Sergeant G. L. Hinkle, Corporal H. W. Pencrow, B. F. Hookman, Colonel R. F. Morris, Drummer H. I. Solomon and Frederick Lauterbach.

NEGRO LYNCHED FOR INSULTING WHITE WOMAN

(By Associated Press.)
COLUMBUS, MISS., July 3.—A negro man, name unknown, has been lynched at Gordonsville, Ala., for making insulting proposals to two white women. The negro was taken from jail at Gordonsville and hanged.

(Special to The Times-Dispatch.)

SUFFOLK, VA., July 9.—A premature leaking out of their plans yesterday caused the indefinite postponement of an elopement from the neighborhood of Whiteville, Va.

It had been arranged between Miss Martha Jarrell, daughter of Joshua B. Jarrell, and sister of Dr. D. L. Jarrell, and George Hayes, that they would leave away to North Carolina and get wedded into one. The details of their going had not been made public as yet. R. Frank Rodgers, who lives near there, said today it was reported that the bridegroom had offered a friend \$25 to help him get the girl.

Anyhow, the old folks got wise a few hours in advance, and broke up the romance.

Miss Jarrell is said to be only fifteen or sixteen years of age. She confessed to her father when he had broken up their scheme that she and George had planned to run away.

STANDARD OIL COMPANY MAKES ANOTHER CUT

(By Associated Press.)
PITTSBURGH, PA., July 9.—Another cut of 5 cents in the price of all grades of oil was made to-day by the Standard Oil Company. The quotations follow: Pennsylvania, 152; Tionna, 107; Corning, 132; Newcastle, 139; North Lima, 106; South Lima, 98; Indiana, 98; Somerset, 97; Ragland, 81.

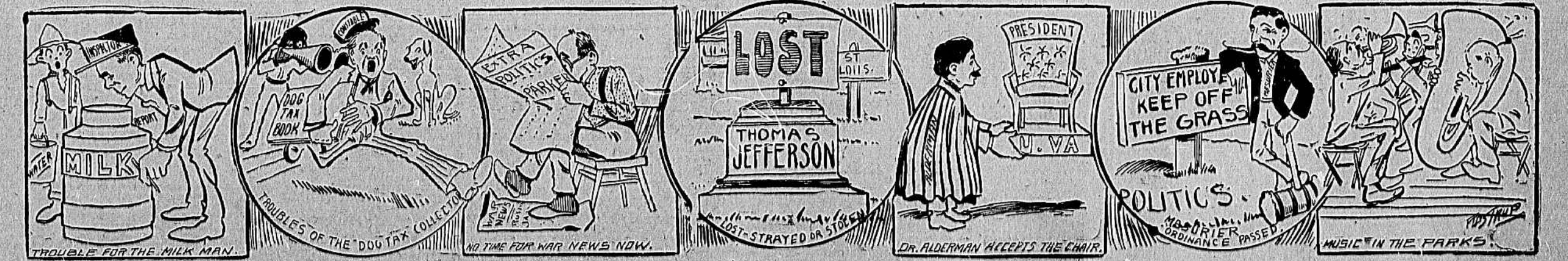
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MATTERS OF PUBLIC INTEREST REFLECTED THROUGH THE CARTOONIST'S GLASSES